

**AMENDMENTS TO THE CLAIMS:**

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. (Currently amended) A fixed carriageway for rail vehicles, comprising:

sleepers embedded in a carriageway panel; and

a reinforcement which comprises longitudinal rods and transverse rods disposed in the carriageway panel parallel and transverse to the sleepers, the longitudinal rods and transverse rods being electrically isolated from one another, at least one transverse rod of the transverse rods having an insulating coating to maintain said at least one transverse rod and ~~another rod of~~ said longitudinal rods and remaining ones of said transverse rods isolated from one another, said at least one transverse rod having the insulating coating being formed as a lower boom of a grid support of at least one of the sleepers, said grid support being comprised of lower booms including said at least one lower boom, said longitudinal rods resting only on said at least one lower boom having the insulating coating which is disposed in a position higher than other ones of the lower booms, being disposed at a different height position from such that said other ones of the lower booms are maintained in a spaced apart condition from said longitudinal rods.

2. (Previously presented) A fixed carriageway according to claim 1, wherein the longitudinal rods and transverse rods are electrically isolated from one another at points of intersection.

3. (Previously presented) A fixed carriageway according to claim 1 or 2, wherein overlapping regions of longitudinal rods extending parallel to one another are electrically isolated from one another.

4-13. (Cancelled)

14. (Previously presented) A fixed carriageway according to claim 1 wherein:

at least one of the sleepers includes plural grid supports; and  
only one lower boom of a one of the grid supports has the insulating coating.

15. (Cancelled)

16. (Previously presented) A fixed carriageway according to claim 1, wherein sections of the grid support adjoining the lower boom have an insulating coating.

17. (Currently amended) A method of manufacturing a fixed carriageway for rail vehicles, comprising:

embedding sleepers in a carriageway panel;

providing a reinforcement by disposing plural longitudinal and transverse rods parallel and transverse to the sleepers in the carriage way panel; and

electrically isolating the longitudinal rods and transverse rods from one another by providing at least one rod of the transverse rods with an insulating coating, said at least one rod having the insulating coating being formed as ~~[[a]]~~ at least one lower boom of a grid support of at least one of the sleepers, said grid support being comprised of lower booms including said at least one lower boom, said longitudinal rods resting only on said at least one lower boom having the insulating coating which is disposed in a position higher than other ones of the lower booms, ~~being disposed at a different height position from such that said~~ other ones of the lower booms are maintained in a spaced apart condition from said longitudinal rods.

18. (Previously presented) A method according to claim 17, wherein the longitudinal rods and transverse rods are installed electrically isolated from one another at points of intersection.

19. (Previously presented) A method according to claim 17 or 18, wherein the longitudinal rods extending parallel to one another are electrically isolated from one another in an overlap region.

20-22. (Cancelled)

23. (Previously presented) A method according to claim 17, wherein sections of the grid support adjoining the lower boom are provided with an insulating coating.

24. (Previously presented) A fixed carriageway according to claim 1, wherein overlapping regions of longitudinal rods extending parallel to one another and coupled together are electrically isolated from one another.

25. (Previously presented) A fixed carriageway according to claim 1, wherein overlapping regions of longitudinal rods are coupled together and are electrically isolated from one another.

26. (Cancelled)

27. (Previously presented) A fixed carriageway according to claim 1, wherein, in a sleeper having two grid supports with four lower booms, only one lower boom of a grid support has the insulating coating.

28. (Previously presented) A method according to claim 17, wherein the longitudinal rods extending parallel to one another and coupled to one another are electrically isolated from one another in an overlap region.

29. (New) A fixed carriageway for rail vehicles, comprising:  
sleepers embedded in a carriageway panel;  
grid supports connected to each of the sleepers, each of said grid supports including upper booms and lower booms, said lower booms being disposed in positions below said upper booms; and  
a reinforcement which comprises longitudinal rods and transverse rods disposed in the carriageway panel, said transverse rods including said upper booms and said lower booms, at least one of the lower booms of the grid supports having an insulating coating to maintain said at least one of the lower booms and said longitudinal rods and remaining ones of said transverse rods isolated from one another, said longitudinal rods resting only on said at least one of the lower booms having the insulating coating, with other ones of the lower booms being in a spaced apart condition from said longitudinal rods.